

IMPORT TRADE OF RICHMOND

Not What it Might be With a Deeper Channel.

THE CITY'S EXPORT TRADE.

River and Harbor Improvements
Would Make of Richmond a Commercial Power so Far as Trading Vessels are Concerned.

There is nothing that speaks so eloquently for the development of Richmond and the improvement of the James river as Richmond's lost foreign trade. During the fiscal years of 1898-1899, there was one cargo of foreign freight received in bulk at this port. The bark Hancock came up the James to Richmond with a cargo of guano, consigned to S. W. Travers. This cargo, and this cargo only, represented the amount of commerce enjoyed by Richmond during that period. The trade for the six months of the present fiscal year fails to show the receipt of a single foreign cargo received at this port in bulk.

What a record this, for the port of Richmond, a port which at one time was one of the greatest of the Republic. Her mills supplied Brazil and many other countries with flour, while her markets were supplied with coffee and other products of American countries.

Richmond was, before the war, among the greatest of the flour and coffee markets of the world. But then the bosom of the James, here the hundreds and hundreds of good ships, deep laden, they plied between Richmond and foreign ports. Her trade extended then far beyond a few coast towns. The cargoes that were brought to this city were then far more varied than to-day. The vessels that threaded the tortuous windings of the James were the same ships that traversed the seas and found a market for their cargoes in foreign climes.

West Point, Va., the harbor of Richmond. Thousands of bales of cotton were shipped from that point in ante-bellum times. Tobacco was shipped to Europe in enormous quantities then. Richmond was a port of no mean importance, but that was the Richmond of nearly half a century ago.

SAILING SHIPS NO MORE.
But the day of sailing ships went by and the steamer succeeded. Richmond suffered because the improvement of the river was not kept up. These great freight carriers were equalled only by the lack of improvement of the noble James. Norfolk offered inducements that Richmond knew nothing of, and the Norfolk was Newport News. These cities offered advantages as a port that Richmond could not do. Deep water and the finest docking facilities will certainly prove inducements. The wharves at Richmond gradually fell away and the improvement of the river was far from the proportions with the improvement of the facilities for handling foreign trade.

Yet Richmond can retrieve lost glory and regain lost prestige, but there is only one way and that way is in river improvement.

"The James river is capable of bearing more freight on its bosom than all the railways of the United States combined," said a well-known ship-broker of this city. "Let the government give Richmond what she asks. Let us have a channel with water at 22 feet mean low tide and Richmond's berths will hold fast and snug the liners of the Atlantic and the world and the tramp of the sea. River improvement is what we need, what we want, and what we deserve."

It may prove interesting to know just how many vessels arrived and cleared at the port of Richmond during the year from August, 1898 to August, 1899. The steamers, schooners and barges are listed by months and their tonnage is estimated on the following average: steamers average carrying capacity (not registered tonnage) 1,500; schooners and barges 500 each.

BUSINESS FOR A YEAR.

August, 1898	No.	Tonnage
Steamers	27	46,500
Schooners	9	4,500
Barges	11	7,000
September, 1898		
Steamers	24	51,000
Schooners	11	5,500
Barges	8	4,000
October, 1898		
Steamers	23	57,000
Schooners	12	6,000
Barges	3	1,500
November, 1898		
Steamers	28	57,000
Schooners	15	7,500
Barges	5	2,500
December, 1898		
Steamers	27	55,000
Schooners	7	3,500
Barges	8	4,000
January, 1899		
Steamers	25	50,000
Schooners	6	3,000
Barges	4	2,000
February, 1899		
Steamers	2	3,000
March, 1899		
Steamers	20	30,000
Schooners	11	5,500
Barges	8	4,000
April, 1899		
Steamers	19	28,500
Schooners	7	3,500
Barges	2	3,000
May, 1899		
Steamers	15	22,500
Schooners	9	4,500
Barges	4	2,000
June, 1899		
Steamers	23	45,500
Schooners	10	5,000
Barges	7	3,500
July, 1899		
Steamers	25	52,500
Schooners	10	5,000
Barges	15	7,500

During the fiscal year ending June 30, 1899, the number of documents issued for vessels was 128. The duties and tonnage tax amounted to \$2,879.59, the aggregate receipts, \$2,929.29, the value of free goods entered was \$24,890; the value of dutiable, \$5,174; total, \$30,064. The total amount of duties paid was \$2,879.59 and the total expenses, \$5,165.28. The number of employees five and the cost of collecting a dollar amounted to \$9.25.

THE BEST FERTILIZERS

For All Crops
Manufactured by
S. W. TRAVERS & CO.,
Branch Virginia-Carolina Chemical Co.
RICHMOND, VA.

BRANDS:
National Tobacco Fertilizer.
Capital Tobacco Fertilizer.
Beef Blood and Bone Fertilizer.
Champion Corn Grower.
Capital Bone Potash Compound.
Travers' Dissolved Bone Phosphate.

Richmond, Va., January, 1900.
To Our Many Patrons and the Public in General:

We desire to express our thanks for the liberal patronage bestowed upon our establishment in the past, and beg to solicit a continuance of the same in the future. Our

Optical

establishment is among the most extensive in the country, provided with every facility for the execution of all optical work essential for the improvement and preservation of the eyesight. We do not merely SELL optical goods. Our skill, conscience and guarantee is behind every order and prescription. Our

Photographic

department, with dark room on the premises and free instruction in photography, is daily gaining in patronage, and its most efficient standard will be maintained.

Respectfully,

THE S. CALESKI
OPTICAL CO.,
Cor. Ninth and Main Streets.

stitution, Brother Courtney was elected its vice-president and during the lifetime of his lamented predecessor was his most efficient assistant, and upon the death of Brother Babcock was elected president, and by successive re-elections has been continued in that position.

It is not practicable in any phrase of speech to give adequate expressions to the value of his services to the institution, nor to the affectionate and grateful estimate in which his administration was held by the Board, and by all the officers and inmates of the Institution. They all contemplate his retirement with feelings of most unfeigned regret, but congratulate themselves that his continued membership in the Board secured to them his judicious counsel and active cooperation in the future conduct of the Institution and the advancement and enlargement of its beneficent work.

Resolved, That brother Courtney be requested to furnish his portrait, to be kept in a prominent position upon the walls of the Home.

Resolved, That a copy of this minute be suitably engrossed and officially signed by the President and members of the Board, for presentation to brother Courtney.

B. R. WELLSFORD, JR., (President),

G. G. GOOCH,
J. H. FISHER,
J. H. BOISSEAU,
J. THOMPSON BROWN,
SAMUEL W. WILLIAMS,
JULIUS STRAUSS,
THOMAS N. DAVIS,
N. T. PATTERSON, JR.,
S. H. NORTHINGTON,
DAVID J. WEISIGER,
J. S. MOORE,
JOHN S. ELLETT,
Board of Directors.
CHARLES A. NESBITT,
Secretary.

This portrait is the work of Mr. O. S. Morton, assistant cashier of the National Bank of Virginia, who has made some of the finest specimens, which adorn the public halls of this city.

The portraits of Judge A. B. Gilson and George L. Christian, which hang upon the walls of the Hastings Courtroom, were made by him, and this portrait, which is of the same style, was furnished by the Washington Centennial Committee as taken of their appreciation of the splendid services of their colleague, who as chairman of the Executive Committee made a grand success of that memorable occasion, and through the souvenir-book, which was gotten up by him and distributed to the representative Masons assembled at Mount Vernon, on December 14, 1898, established for all time the fact that George Washington was not only a Mason, but that he took great pride and pleasure in being recognized as such, and in discharging the duties of a master of one of the lodges of his beloved Virginia.

The Washington Centennial Committee who presented this portrait to the Home, consists of the following gentlemen in addition to Mr. Courtney:
Judge R. T. W. Duke, Jr., Maj. Mann Page, Senator John W. Daniel, Senator Thomas S. Martin, Captain K. Kemper, Major Michael Woods.

The portraits of Capt. A. G. Babcock and Maj. A. R. Courtney are fit companion pieces to adorn the walls of the Masonic Home, as they represent the two master workers in the establishment and upbuilding of that noble monument to charity.

Anti-Gambling Crusader.

The men of Richmond will have the pleasure and profit of hearing the anti-gambling crusader of New York, this afternoon at 6 o'clock in the Y. M. C. A. Hall. Mr. Quinn has been doing a great work throughout the country in exposing the methods of gamblers, and leading men to a positive stand against this great sin. He is a speaker of unusual force, and was for twenty-five years a gambler.

Commissioner Peck has appointed Mr. Charles Volkmar, Mr. Marshall Travers, Jr., Mrs. Anna B. Leonard and Miss L. Prince to be judges for the ceramic exhibition by the National League of Mineral Painters, to be sent to Paris on February 1.

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Travers' Dissolved Bone Phosphate.

MANY LANGUAGES SPOKEN HERE

The Population of Richmond Remains Stratified.

A COSMOPOLITAN CITY.

Germans, Frenchmen, Italians, Greeks, Chinese and Many Other Nationalities May be Discovered Here. Their Impressions.

Richmond is, as is the entire United States, in fact, cosmopolitan. The distinctive features of the American nation is its non-discriminatory and thus it is with Richmond.

Should we seek them it is probable that representatives of every nation of any importance are right here in Richmond. Germans, Italians, Spaniards, Greeks, Frenchmen, Chinese, Syrians and many other nationalities may be distinguished, if not by their personal appearance, at least by their language.

In the course of an hour one can hear several languages, for though they all try to speak English, the nationality remains strongly marked.

The German over his "sweulage" and Limberger will tell you his history in an entirely different dialect from that of the Frenchman, while the tongue of the Chinaman as he argues over the money due him for washing six collars, is as unlike that of the Italian as is the Spanish and Syrian. And it is all English.

The Germans are probably most numerous, and when a German emigrates to America, he usually comes to stay.

ITALIANS MAKE MONEY.
In the time of the Italian, who comes here, sells enough goods to pay his way back, and gets him home.

It is true a number of them spend their lives here, but they tell you that it is only because they did not make enough to justify their return to Italy. And though this may be the case, they never fail to get along. The secret of his success is probably hidden in his pocket.

Under whatever circumstances he arrives, he is rarely seen to go back without his pockets full. Give him a banana stalk and a quart of peanuts and in a week he will have a flourishing stand.

He is a good business man and full of energy.

The Germans, though they rarely return to Fatherland, retain their national characteristics and they never cease to love with a touching devotion the old country.

They smile at the youthful faces of the warriors Uncle Sam sends to the front, and refuse to believe that it takes less than three Englishmen to whip one German.

The Italians are different. They grind a chestnut roaster and look wise. They realize that Italy consumes a very small portion of the earth's surface and that she is by no means the leading nation on earth. They like America fairly well, but they are constantly long for the sunny shores of the land of their birth. To eyes that have seen the beauties of Venice and Florence, have gazed at the architectural and artistic efforts treasured at Rome, and have taken in the atmospheric splendor of the campania, this country seems indeed only a substitute, and their aim in life, as they tell you, one and all, is to accumulate a fortune, return to Italy, and live in luxury the remainder of their days.

OPTIMISTIC FRENCHMAN.
Spaniards and Frenchmen are by no means so numerous as the Germans or Italians. In fact one seldom sees a representative of the former; but they are here, nevertheless.

Little can be said of the Frenchman's views on this country. He looks at everything with an optimistic view, and does not seem to worry over the disagreeable occurrences of his life here. Urbans and debarbare, he has a fine way of listening to everybody's troubles, without ever intruding his own. Of them all he is most a Bohemian and seems to live alike in all atmospheres. Two Syrians were married here some time ago. They are probably the only representatives of their race, and appear to be eminently satisfied with their lot in life.

The Chinese are too busy ironing collars to think or say anything.

John Chinaman is a terror to bad children and a member of the Chinese community. He is in itself enough to produce a magic effect.

There are no Boers here, but South Africans are present in great numbers. Their language is a babel in itself. Each never has his own particular dialect and he will suffer no change in his vocabulary. Language does not trouble him.

If he can't pronounce a word one way he will another, and provided he gains his object in making himself understood he doesn't worry about the proper use of phrases.

DELEGATES APPOINTED.

Virginia Will be Well Represented at the International Mining Congress.

By request of Hon. B. F. Montgomery, of Cripple Creek, Col., president of the International Mining Congress, Governor Tyler on yesterday appointed the following persons as delegates from Virginia to the next annual meeting of the congress, which will meet in Milwaukee, Wis., June 19th to 23d.

Hon. J. C. Featherston, Lynchburg; Dr. R. N. Hewitt, Elvington; Hon. J. L. Campbell, Bedford City; Hon. J. F. Ryan, Arcola; Mr. B. F. Carter, Middleburg; Hon. P. M. Jones, Richmond; Mr. John R. Williams, Richmond; Hon. Pembroke Pettitt, Palmyra; Hon. W. W. Baker, Hallsboro; Dr. J. P. Gilliam, Winterspoek; Col. J. S. Browning, Pocahontas; Hon. Edward Echols, Staunton; Mr. J. Mason Miller, Jr., Staunton; Hon. A. F. Withrow, Middleburg; Mr. John S. Eckman, Pulaski; Mr. George L. Carter, Bristol; Mr. John Robinson, Graham; Mr. J. C. McKinney, Charlottesville; Col. William Henry Mann, Petersburg; Mr. Peyton R. Noel, Richmond; Mr. Harrod A. Hawkins, Richmond; Mr. Walter E. Harris, Richmond; Hon. D. L. Toney, Manchester; Hon. H. F. Hutchison, Baskerville; Mr. C. A. Tallaferrro, Roanoke; Mr. Hugh B. Sproul, Staunton; Mr. W. E. Dugbee, Palmyra; Dr. James O'Keefe, Tazewell; Mr. C. T. Jones, Swansboro.

The next meeting of the Congress promises to be a big affair. The Governors from many of the States have already appointed delegates. The local executive committee, composed of the delegates, charge of the reception of the delegates, consists of about thirty of the leading citizens of Milwaukee, and the indications are that the Congress will be largely attended. The Governor has also been invited to attend the Congress, and hopes to be able to do so.

Visit the Trigg Yards

The House Committee on Naval Affairs, it is understood, will visit the Trigg Yards in this city and inspect the Government work here.

The committee is composed of the following representatives:

George E. Foss, Illinois; Alston G. Dayton, West Virginia; Henry R. Luederger, New Jersey; R. B. Hawley, Texas; Thomas S. Butler, Pennsylvania; James E. Watson, Indiana; Victor H. Metcalf, California; John P. Rixey, Virginia; William W. Kitchin, North Carolina; William D. Vandiver, Missouri; Sidney E. Mudd, Maryland.

This committee is now on a tour visiting the ship-yards in the North.

Ladysmith, Majuba Hill, Spion Kop and Kimberley.

Do you know the relative position on the map of South Africa of each of these places? If you do not here's just what you need. A wonderful compilation of information which everybody wants to-day.

ATLAS OF TWO WARS

By a special arrangement with the Rand-McNally Company, the famous map makers, The Times is enabled to offer its readers at nominal cost a handy atlas devoted especially to the scenes of conflict in the

Philippines and South Africa.

When accompanied by the coupon in this advertisement one of these Atlas of Two Wars can be secured for only **Fifteen Cents**. Cut the coupon out, bring or mail it to The Times office with 15 cents. No extra charge for postage when mailed.

SPECIAL FEATURES OF THE ATLAS.

The Maps of South Africa—show every railroad, every district, the mountain ranges, towns, and the general view of the country which is of such absorbing interest to the newspaper reading public. The entire war situation is shown on this map.

The Map of the Whole of Africa shows the partition of the continent among the European nations by different colors. The great extent of England's possessions may be seen at a glance; this nation now controls, and in fact actually almost surrounds the two South African Republics. The great interests at stake are shown at a glance.

The Map of the World shows every political division in a separate color. In the margins of the map are given area and population of every division, every colony, every island group—in fact, every portion of the world.

A Map of the Island of Luzon is without doubt the finest ever published in this country. Provinces are outlined and named, also rivers, creeks, and villages, and the topography of this country is distinctly indicated. Maps have been sold in this country for \$4 or more which were not so valuable for general information.

A Map of the Philippine Islands.—This map shows every island included in the archipelago, with the principal rivers, mountains and towns. An inset map of Manila Bay is given, showing the surrounding country as far north as Tarlac, giving wagon roads, etc.

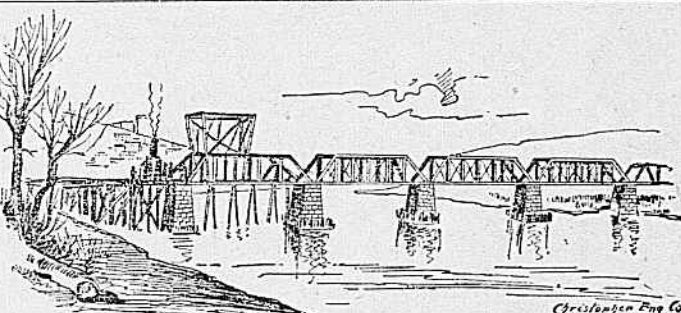
A Map of Hawaiian Islands—shows craters of the various volcanoes and other interesting detail, including distances to various parts of the world.

A Map of Cuba shows the provinces in separate colors; all railways and principal towns are indicated. Accompanying this map of Cuba is an inset map of the West Indies, showing the various islands, and indicating by colors the nationality of each.

A Map of Puerto Rico, a country in which the American people are especially interested, is shown on a scale of twelve miles to the inch. This is without doubt the finest map of Puerto Rico ever published in this country.

A Map Showing the Territorial Growth of the United States.—The limits of these various divisions are shown by heavy red lines, and the map forms an object lesson on the territorial growth of our country. This map in itself is worth many times the price of the Atlas.

ATLAS COUPON.
Good for one "Atlas of Two Wars" when accompanied by 15 CENTS. No extra charge for mailing.



R. P. AND C. TRESTLE.
(Showing the Progress of the Work.)

CENTER OF MANY RAILROAD LINES

The New Road Will be Completed
About April 1st.

GREAT DEMAND FOR LABORERS.

The Contractors Employ Two Forces.
Who are Working Both Night and Day—Work on the Piers for the C. & O. Delayed.

The expenditure of several million dollars for work on a river at a certain point seems enormous—and to say that something like that amount will have been expended on the James river, at Richmond, where the work now going on is completed, seems contrary to reason; but it is nevertheless true.

The railroads that will cross the river then will be the Richmond, Petersburg and Carolina, Seaboard Air Line, Richmond and Petersburg, Richmond and Albemarle, Southern Railway, Norfolk and Western, and the Chesapeake and Ohio.

The Chesapeake and Ohio's track traverses the middle of the river over a mile's distance. The trains will get on the elevated rails at Hollywood, and from there to the great Union Depot they will travel in contact with the ground tracks. The two roads—the Richmond, Petersburg and Carolina and the Chesapeake and Ohio—will run into the depot on elevated tracks, as the present work now going on at Fifteenth street clearly indicates.

LONG STRETCH OF RAILS.

The long trestle of the new road is a wonderful stretch of rails of about one mile. The amount of work on this stretch is so great as to require two forces of hands in this city and night, in order to complete the structure by the time the track, through to Ridgeway, N. C., is completed.

Workmen find great difficulty in getting foundations for the piers, owing to the soft, sandy condition of the bottom of the river.

The pillars are bolted together, so that there may be no danger of their jarring out of place during the passing of trains.

The contractors say that they can give employment to any who seek it. They are over-crowded with work. There is a great

demand for laborers on all the work now being done along the river.

ENGINES TESTING TRACK.

Two engines were used in testing the completed track from Petersburg towards Richmond last week. The track between Petersburg and Richmond is almost completed.

The line comes into Richmond at Warner Moore & Co.'s mills, and crosses between them and the Southern railway's freight depots. It crosses Cary street below the gas house and comes across Main between Fifteenth and Sixteenth streets. All of this way has been cleared, old houses having been torn down to give place to the track. The track will go over the top of some one-story buildings.

All of the work on this line will be completed by the first of April, but it is not exactly known when the first trains will begin to run. It is thought, however, that they will be running by the middle of this summer.

C. & O. WORK DELAYED.

The work on the piers for the elevated track of the Chesapeake and Ohio railway has been greatly delayed, owing to the fact that the contractors have been unable to get the specified stone from Kentucky and West Virginia to continue the work. It will be some time in the spring before enough stone can be gotten to complete the construction of the piers. They are, however, almost completed, and only four or five piers remain to be built.

SECRETARY ROOT RIDES HORSEBACK

Though He Has Not by Any Means Found the Animal He Wanted.

When Secretary Root was at Lake Champlain with the President, he was called upon to review the Twenty-sixth Volunteer Regiment stationed at Plattsburgh Barracks, and he greatly admired the sight of the field officers dashing about the parade grounds upon their curving steeds. He was offered a mount upon one of these mettlesome animals, but corley refused and stuck to terra firma.

"But the fine picture remained in his mind, and after his return, while sitting in his office one fine afternoon, he summoned him Adj. Gen. Corbin.

"General," he remarked, "I have been a busy man for a number of years back. What color does he want?"

"And, General, for my business I have neglected many pleasures—pleasures and pastimes, air—that I once enjoyed."

"Yes, Mr. Secretary."

"One of which, General, I am sorry to know—not just now, at any rate."

state, is the noble and king-like sport of equestrianism. Ah, horseback riding—a firm seat and a steady hand, a gallop in the bracing air over a smooth road! Could anything be more enjoyable?"

"Nothing, Mr. Secretary. Nothing."

"Well, General, to come to the point, I find that now, in the course of my duties, I shall need a suitable mount occasionally, and you know there is nothing like knowing the horse one has under one. I desire to make use of your superior judgment in these matters."

"Certainly, Mr. Secretary."

"As I said, I have neglected the exercise, and of course—well, I would like an animal with a mild temper, sweet disposition, you know, and a broad back—the sort that is hard to fall off of."

"I understand, Mr. Secretary. I will ask Gen. Ludington, who has had considerable more experience than either of us, to aid me in making the selection."

"And I say, General," called the Secretary, "this need not be made public, says

had never thought of that. I always rather fancied a gray horse, you know. Perhaps it was from a picture I once saw. Yes, I believe it was. You recall the magnificent gray horse Napoleon strides in the canvas, 'The Eve of Waterloo'?"

"A splendid animal, Mr. Secretary."

"And then there was Alexander's Bucephalus—a magnificent black. If I remember, Black is a beautiful color for a horse."

"But Mr. Secretary, Bucephalus was a—well, ah—you might say not exactly well broken."

"Well, sir, I have no objection to a sorrel. In fact, I am not particular about the color, sir. A broad back, remember, that is the main point—and the disposition."

Gen. Corbin again visited the Quartermaster General.

"Ludington," he said, "the Secretary says he likes a gray, and he likes a black and a sorrel or a bay or a strawberry roan—in fact, any color, just so the



SECRETARY ELIHU ROOT.

know—not just now, at any rate."

"Yes, Mr. Secretary."

Gen. Corbin hurried up stairs to the office of the Quartermaster-General.

"Ludington!" he gasped, short of breath, "the Secretary of War wants us to help him buy a fine horse—a riding horse. He wants a tree, good looking horse, with a broad back, so he can't fall off, and gentle as a dog."

"Sure! sure!" answered General Ludington. "I can get it for him. Sure! What color does he want?"